(c) It is too early to indicate the time for approval of the remaining schemes since decision about augmentation of the Central Road Fund is yet to be taken.

Road accidents in the country

363. DR. NAUNIHAL SINGH; Will the Minister of SURFACE TRANSPORT be pleased t_0 state;

(a) whether it is a fact that traffic safety havoc occurs due to the serious vision problems and heavy drinking problems of a large number of com mercial drivers;

(b) if so, what are the details of steps being taken by Government to rectify this dangerous problem;

(c) what is the total number of road accidents in India in 1992 and the rea. sons therefor; and

(d) what are the details of concrete steps that are being taken by Govern ment to minimise noad accidents?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYT. LER): (a) Some road accidents occur due to vision and drinking problems of the commercial drivers.

(b) Necessary provision already exists in th_e Motor Vehicles Act and Rules fo_r cheeking the vision of dri vers at the time of obtaining driving licences or renewal thereof and pro viding for deterrent punishment for driving $unde_r$ th_e influence of alco. hoi. Instructions have been issued by the Central Govt, to the State Gov- ments to strictly follow and imple ment the provisions in the Motor Vehicle Act and Rules.

(c) About 3 lakhs road accidents have occurred in India 1992. The reasons for the accidents are:—human error, bad roads, bad weather, mechanical faults etc,

(d) Steps taken/being taken by Govt, to minimise accidents are indi. cated as follows: —

1. The M.V. Act, 1988 and the Rules framed thereunder provide for stricter requirements in respect of issuance of driving licences, and stringent penalties for offences.

2. Formal training in a driving school is made a pre-requisite for issuance of licence to drive transport vehicles.

3. Maximum safe laden weights hav_e been prescribed for trucks including light commercial vehicles.

4. Maximum speed limits have been prescribed for all vehicles except light motor vehicles.

5 Uniform intervals for checking he fitness of vehicles have been jrescribed throughout the country.

6. It is prescribed that road safety devices would be fitted in the vehicles vix. direction indicators with blinkers system for vehicles, special labels on carriages earring dangerous or hazardous goods.

7. A National Road Safety Council has been set up for formulation of road safety measures. State Governments were also requested to set up State level road safety councils.

8. Strict and rigid enforcement of traffc rules and regulations.

9. Regular special drive against rash and negligent driving, driving without driving licences, djimken driving, defective head-lights, over-speeding[1], over-loading etc.

10. Regular prosecution of viola tion through issue of notices.

11. School children are regularly imparted necessary training/educa tions in the schools about the rules of the roads and related safety as pects by the road safety cell of Delhi Traffic Police.

12. Introduction of blinkers/signals at accident prone areas.

13. Prosecution through Radar Guns.

14. Use of Doordarshan | AIR | Press jfor giving wide publicity on road safety

15. Painting of bus boxes, yellow bo ses.

16. Special night checking on Highways.

17. Special Drive against buses, HTVs, TSRs, Taxis etc.

18. Painting competitions and other road safety activities are being organised by Road Safety Cell to inculcate the sense of road safety among various road users and children.

MOU with infrastructure leasing and financial services for the Panvel Bypass

364. SHRI SURESH KALMAD1: WiU the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that a Memorandum of Understanding hag been signed between the Ministry of Surface Transport and Infrastructure Leasing and Financial Services for the Panvel Bypass project near Bombay; and

(b) if so, what are the details there, of?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYT-LER): (a) and (b) Yes, Sir. The project will consist, inter-alia, of the following:

(i) Construction of a 4-lane divided road between km 115/800 at Kalamboli junction and km 104/500 at Shedung junction with suitably designed junctions at either end and in between;

(ii) a railway over-bridge at the railway crossing as part of the bypass;

(iii) Construction of bridges across river Gadhi, Kirki and Had;

(iv) Construction of one flyover (interchange) at Kalamboli junc-> tion; and

(v) Roadside plantation and provision of a toll plaza etc.

Construction and repairs of bridges ou the Naional Highway in Gujarat

365. SHRI RAMSINH RATHWA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government propose to review the works relating to cons-trutcion and repairs of the bridges on the National Highways in Gujarat;

(b) if so, what are the names of the bridges for which the review of the works relating to their eonsruetion and repairs has been made during the last three years and the details of shortcomings found therein;

(c) if not, the reasons therefor; and

(d) what action has been taken by Government against the guilty officials?

THE MTNISTER OF STATE: OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYT-LER): (a) Review of works relating to construction and repairs of bridges on all the National Highways including those in Gujarat is being done every year.

(b) the number of bridges If or which review of the work relating to their construction and repairs has been made during the last three years is/as under: —

No shortcomings have come to notice in the course of the such reviews.

(c) and (d) Do not arise.

Year	Number of individual bridge work reviewed
(1) 1990	33
(2) 1991	27
(3) 1992	26